

**APPROVED**

**MINUTES OF THE MEETING**

**7 June 2001**

Projects Reviewed

Convened: 9:30am

Seattle Arts Commission

Key Tower-

40<sup>th</sup> Floor Conference and Copy Center

Convention Place Station TOD

Pratt Park Play Area

Wallingford Steps

Adjourned: 4:45pm

Commissioners Present

Staff Present

Donald Royse

Layne Cubell

Jack Mackie

Brad Gassman

Sharon Sutton

Sally MacGregor

Representatives of the Seattle Design Commission who attended the meeting of June 7 proposed the following actions. The full Commission approved these actions at the Seattle Design Commission meeting of July 19, 2001.

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**7 June 2001** Project: **Seattle Arts Commission**

Phase: Briefing

Previous Briefing: 3 August 2000 (Briefing)

Presenter: Barbara Goldstein, Seattle Arts Commission

Time: 1 hour

(SDC Ref. # 221 | DC00175)

**Action: The Commission appreciates the briefing and looks forward to opportunities for collaboration between the Design Commission and the Arts Commission, particularly on capital projects.**

Barbara Goldstein, the Public Art Program Manager, presented an overview of the mission and mandate of the Public Art Program, an explanation of the structure of the Seattle Arts Commission (SAC), and an explanation of the SAC planning process. She also explained the relationship between the roles of SAC and the Seattle Design Commission (SDC).

The Seattle Arts Commission was established by Municipal Code thirty years ago to promote support for the arts in Seattle. The staff, which constitutes a department, funds grants through general funds; the City Council also approved the Municipal Arts Fund program, which is commonly known as the City's 1% for Art program. SAC manages the grants and the Public Arts Program by extending their reach into the community to create a resource network and provide technical assistance to artists. Currently, the Director has a broad leadership role to elevate SAC to a level at which they can improve and implement policy and expand their influence.

The Municipal Arts Fund was established by City ordinance, and SAC is responsible for the Municipal Art Plan. SAC must manage the fund and implement this program. SAC must also develop the guidelines for standard operating procedure, which will be signed by the Mayor to guide further implementation. The standard operating procedure does not include the day to day management of the department.

SAC has recently restructured its committees and has created a new public art review committee for capital projects that will have two SAC commissioners, an SDC commissioner, and two public art professionals. Artists that specialize in certain areas could join the committee as needed. For larger projects, one of the SAC commissioners would also be a non-voting chair of a separate artist selection panel. SAC, through its standard operating procedure, would identify the big projects that should be reviewed throughout the year. As an example, the ad-hoc committee could review the art plan of the upcoming Department of Parks and Recreation community centers. This committee would not be responsible for reviewing and approving projects, but they would provide comment and direction.

The Municipal Art Fund (1% for Art) supports public projects in Seattle. General funds pay for pieces that are not project-specific. Some projects are funded through Capital Improvement Projects (CIP) construction costs; these funds are transferred to SAC, who gives the money to the artist for construction of the project. SAC also manages the public art program for Libraries for All, through which money is transferred directly to the artist.

#### *Municipal Art Fund*

As the City develops Capital Improvement Projects, SAC determines 1% for Art figures and the programming taking place in each department. SAC has a liaison in each department who has a clear overview of the developing projects and opportunities by which projects may be enhanced by art. To better understand neighborhood plans, SAC attends Department of Neighborhoods sector meetings to

identify projects that have the involvement of more than one department. For these projects, the funds from multiple departments or multiple projects can be pooled to develop a single, larger project.

SAC has refined the Municipal Art Plan to ensure that it is implemented correctly. To aid the planning process, SAC is placing an artist-in-residence in many City departments. For example, there is a photographer artist-in-residence at Seattle Public Utilities (SPU) to better understand what this department does, in order to express these functions to the community through art. Next year, there will be an artist-in-residence at Seattle Transportation (SeaTran). As SAC develops their relationship with the Department of Parks and Recreation (DOPAR), they must work in a systematic approach because this is a complicated department.

For future project review by the SDC, there should be notification on the agenda whether or not there is a public art program included in the project. If the design process for a project has begun, an art program should not be encouraged.

Typically, SAC and the public art committee do not review Library projects. SAC manages the designation of the funds to the artists for these projects, but the money is not part of SAC's funds.

### **Key Commissioner Comments and Concerns**

- As SAC works with DOPAR on future projects, urges SAC to encourage DOPAR to examine the value and meaning of any park through a conceptual framework, rather than taking a programmatic approach.
  - SAC representative stated that the communities desire certain types of spaces, such as performance spaces and exhibition spaces. SAC has asked communities to define, through design standards, how the communities would like to develop usable exhibition space and multi-purpose spaces.
- Is working with DOPAR to develop the Jefferson Park Master Plan and would like to know how this project is developing. Believes that there are many opportunities in this project, and is concerned that design constitutes only 2 of the 17 issues.
  - SAC tried to bring an artist on board with this master planning process, but this was not accepted. There are many components to this project, and they may be developed piecemeal. However, if an art plan is a part of the process, the components could be linked. Further stated that the community also should be told where their input is needed, and what the qualities of that input should be, rather than giving the community a free, clean slate; the process would be too complicated if the community were to design the project. Through the public process, the community must recognize the skills of the professional design team and their ability to get the job done. Further stated that the community process needs to be revised as it often takes significant amounts of money away from the actual art.
- Would like to know about the relationship between SAC and City Council.
  - SAC representative stated that, around the time that City Council passed the 1% for Art program, City Council also passed a white paper, which clarified that SAC was responsible for all decision-making about public art programs. City Council reviews the annual budget, forwarding it to the Mayor. The Mayor alone reviews and approves the Municipal Art Plan. City Council does not interfere with the actions of SAC.

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**7 June 2001** Project: **Key Tower 40<sup>th</sup> Floor Conference and Copy Center**  
Phase: Schematic Design  
Previous Review: 5 April 2001 (Concept Design)  
Presenters: Tony Gale, City Architect  
Christine Magar, Project Manager, Fleets and Facilities  
Judy Peterson, Project Designer, Heery International  
Attendees: Bob Axley, Wood Harbinger, Key Tower Mechanical Engineer  
Lisa Bolster, Heery International  
Beliz Brother, Civic Center Lead Artist  
Barbara Goldstein, Seattle Arts Commission

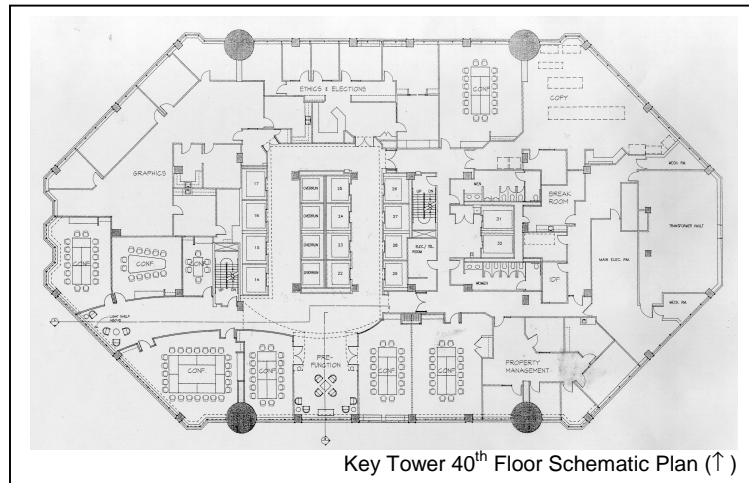
Time: 1 hour (SDC Ref. # 169 | DC00222)

**Actions:** **The Commission appreciates the efforts of the design team to redesign the spaces and respond to previous Commission concerns on many levels.**

- **The Commission is encouraged by the elegant design and believes that the area outside of the elevators will be a welcoming entry to the conference rooms;**
- **appreciates the team’s interdisciplinary approach to the design and respect for sustainability as evidenced through the light shelf, post-occupancy evaluation, and conservation of existing materials and resources;**
- **encourages the team to carefully examine the integration of paint color, and public art along the curved wall leading to break-out area; believes that competing elements along this wall would compromise the simplicity; and**
- **looks forward to future presentations and further explanation of the wayfinding system for these spaces.**

A design team is redesigning the 40<sup>th</sup> floor of Key Tower to better accommodate conference rooms, a graphics center, tele-conferencing rooms, offices for the Ethics and Elections department, and the offices of Cushman Wakefield Property Managers. Through the development of the design, the team has identified and pursued opportunities to develop a sustainable design at the envelope of the building. Key Tower is not energy efficient, and changes to the building core would be expensive and intrusive. The building experiences significant solar heat gain, particularly through the south and southeast facades. The unique solution incorporates a temporary solar plume at the top of the glass that would force heat from the glass to the pressurized plenum. This efficient detail has become a part of the interior design team’s process as well as the building engineers’. The team is developing a computer model of the building. The team hopes to implement this element in the 40<sup>th</sup> floor conference center, as a demonstration mock-up. This “penguin flipper” would be shaped like an airplane wing, and would also bounce light twenty feet into the interior. The team is working with the City Budget Office to develop a supplemental budget for this project. This system could be tried and retrofitted on any floor. The demonstration project may begin in January. There would also be fabric screens on the windows; this fabric would be see-through, and would reduce glare. Other consultants will also be working to determine if the building is used efficiently, through post occupancy evaluations and time-lapse studies by Projects for Public Spaces. These consultants have already begun their work and these results will be shared with the design team.

Through the design of the 40<sup>th</sup> floor, the team has responded to previous Commission concerns. Many steps have been taken to develop a sustainable planning process. Some departments have been placed in existing spaces (also split between different spaces) to retain existing walls. The corridor on the west has been eliminated. The Ethics and Elections department and the property managers have been placed in existing spaces to make use of existing walls and finishes.



The entry area at the elevators is very inviting and the ceiling drops to 8'-6". This area is softened by curves, with sweeping arcs to the break-out and conference room waiting area. There is also a pre-function area between two conference rooms at the south side of the building; the adjacent conference rooms could have sandblasted glass double doors. One conference room would contain an operable partition wall to create a larger conference room. Accent lighting would lead visitors back into the conference area. The sustainability goals have been incorporated into the proposed interior building finishes; the finishes would include recycled newspaper wall covering and bamboo flooring for countertops.

The proposed art for this area has been developed to represent the City as a whole, and the City's goals of community, equality, and environment. The goal is to represent the environment in a tasteful way, expressing the nature of materials and light. A Native-American piece would be in the pre-function area. There could also be an exhibit area along the curved walls; these exhibits could change frequently, to represent various City departments.

### **Key Commissioner Comments and Concerns**

- Would like to know how the design would recognize the conference room at the northeast corner of the building, as it is separated from the rest of the conference rooms. Hopes that this room would feel like a part of the Conference Center.
  - Proponents stated that this extra conference room could be used as a conference room for City employees, and this would be a conference room that City employees would reserve.
- Would like to know if any member of the public would be allowed to use the Conference Center.
  - Proponents stated that the Conference Center would not be simply opened to the general public, but the members of the public would use these conference rooms if an employee of a City department invited them.
- Would like to know how people will know the path to the correct conference room.
  - Proponents stated that NBBJ is the wayfinding consultant and this team would be developing the citywide wayfinding graphics. Further stated that they will be testing many different individuals to determine the level of detail needed. There will also be kiosks in many different languages and wayfinding services for the blind.

- Would like to know if the conference rooms would be used after hours.
  - Proponents stated that only City employees with the appropriate identification card would be able to access the conference room area.
- Is concerned that the public would not be able to attend after-hours meetings.
  - Proponents stated that this type of meeting would be held in City Hall proper. Lobby spaces on the ground floor could be used for public meetings as well, and the city might be able to design spaces for this type of function.
- Would like the team to explain the existing, large-scale pieces of art that might be placed in the hall.
  - Proponents stated that there are a number of large-scale pieces that can be obtained. The screen is a carved wooden screen that is currently on the ground floor of the Municipal Building. Further stated that the team has contacted the artist to determine the feasibility of moving this project. After the large-scale pieces are relocated, they would be somewhat permanent, due to their size.
- Believes that the team has addressed many previous Commission concerns. Is concerned that the entry area may become too busy with the variety of colors and installations. Believes that the team should more closely examine the character of the space if it were to contain a variety of colors and materials as well as art pieces. Is not convinced by the triangles of color at the entrances to the conference rooms. Believes that the curved wall is a clean, simple surface and this surface should be consistent.

**7 June 2001      Commission Business**

**ACTION ITEMS**

A.      TIMESHEETS

B.      MINUTES FROM 3 MAY 2001

**ANNOUNCEMENTS**

C.      OPEN SPACE STRATEGY PUBLIC MEETING, JUNE 20, 2001, 4PM-7PM AT MITHUN

**DISCUSSION ITEMS**

D.      DC RECRUITMENT UPDATE

E.      OUTSIDE COMMITMENT UPDATES

F.      DESIGN REVIEW UPDATE

G.      CITYDESIGN UPDATES

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**7 June 2001 Project: Convention Place Station TOD**

Phase: Conceptual Briefing- Street/Alley Vacations

Presenters: Dennis Haskell, Parsons Brinckerhoff

David Hewitt, Hewitt Architects

Henry Markus, King County, Department of Transportation

Attendees: Stephen Antupit, Strategic Planning Office (SPO)

Beverly Barnett, Seattle Transportation (SeaTran)

Thérèse Casper, SPO

Paul Eng, King County, Department of Transportation

Andrew Engel, Hewitt Architects

Barbara Gray, SPO

Yosh Ii, King County Transportation Design and Construction

Jill Janow, Pike/ Pine Urban Neighborhood Council

Terry McMann, Huckell/ Weinman Associates, Inc.

Matt Shelden, King County Metro Transit

Scott Species, Denny Triangle Neighborhood Association

Time: 1.75 hours (SDC Ref. # | DC00232)

**Action: The Commission appreciates the briefing and looks forward to future updates. The Commission would like the team to take the following comments and recommendations into consideration.**

- The Commission believes that this project has exciting design goals that will improve the context for this part of downtown and provide needed density;
- additive public benefit is required for the completion of the vacation requirements;
- encourages the team to further examine the visual “landmark” quality of the site, as viewed from a number of different vantage points;
- encourages the team to further investigate how the projects fits within the local competing street geometries and how these geometries are resolved within the site;
- encourages the team to further develop the relationship to Paramount Theater and the undeveloped site adjacent to it;
- supports the pedestrian connections through the site, and how the hillclimb links the adjacent neighborhoods;
- encourages the team to aggressively pursue integrating the Honda site as a part of this important two block development;
- looks forward to continuing discussion about the design approach and scale of the building at the Boren Avenue and Pine Street corner; and
- at future presentations, would like City staff and the team to present the project within its larger context and the many future projects and respective open spaces that will be developed in adjacent neighborhoods.

Convention Place station is bounded by Boren Avenue, Olive Way, Pine Street, and Ninth Avenue. King County and its design team presented a briefing on the alternative conceptual designs of the Convention Place Station Transit-Oriented Development (TOD) project, which provides an opportunity



to create public amenities from a publicly-owned site and maximize the return on public investment. The County will issue a Requests for Proposals (RFP) to the private development community once it has established the total transit requirements for the site, reached concurrence with the City as the level of development and public amenity, and the amount of financial return that is appropriate. The County did not present any formal requests for vacations, acknowledged that it began the vacation process with the City ten years ago and will need to update the process it started and address any conditions for the vacations before proceeding with any development.

An important requirement for this development would be the bus layover facility and access ramps to I-5 and Terry Avenue. The City has encouraged on-street bus layover downtown. The bus layover for public transit would be on one level below grade while the surface and above grade levels would be for public amenity and private development. Passenger facilities are not proposed on the site itself but will be located on Terry Avenue north of Stewart Street. City Council adopted a station-area planning resolution for the Westlake, Convention Place and other downtown stations in September that supported this project. The site location is significant as it occurs at a confluence of activity and circulation routes and suggests that the opportunity for public open space and amenity as part of the development.

Parsons Brinckerhoff and Hewitt Architects are working on design studies for the site that are assisting the County in illustrating and clarifying issues. Huckell/Weinman Associates are also a part of the design team and are assisting the County in understanding State Environmental Policy Act (SEPA) and permitting requirements and options. The County is working closely with the City in establishing the most appropriate process.

The team began by examining the citywide context for the project. The site is in the Denny Triangle neighborhood and is a nexus of many projects, proposals and development opportunities in the city. The Terry and Ninth Avenue Green Streets provide links through the Denny Triangle Neighborhood, with the Terry Avenue pedestrian corridor prospectively extending through the site. The Paramount Theater and Camlin Hotel are adjacent structures with significant influence on the site. The Honda Dealership site and the triangular site adjacent to the Paramount Hotel are currently not part of the proposed project but will be investigated further in subsequent design phases. Existing vehicle circulation and pedestrian routes around the site are being evaluated to determine the best points of access and egress for cars and service vehicles.

Bonus options for increasing the base floor area ratio (FAR) of 4 to the maximum allowable of 10 are being explored for inclusion in the development program. Transfer of development rights (TDR) and Development credits (TDC) are also being investigated for possible inclusion on the site. Through a TDC agreement between the City and King County, the County will be providing funding for the Green Streets project. The County is also working with Sound Transit and the Washington State Department of Transportation (WSDOT) to obtain rights to a portion of the site that the County currently does not own, including air rights over the freeway ramp for a triangle of property at the corner of Pine Street and Boren Avenue. This latter property would contribute significantly to strengthening pedestrian connections to the neighborhood to the east.

King County hosted a stakeholder workshop on May 23, 2001 to obtain feedback as to issues and preferences regarding the two concept alternatives. The design team presented its analysis of the site, as well as different concepts for open space configurations and amenities, pedestrian environment and circulation, development bonuses, massing, and uses allocations. Both designs maintain identical development programs, but one accommodates and reflects a view corridor from Four Columns Park, while the other does not.

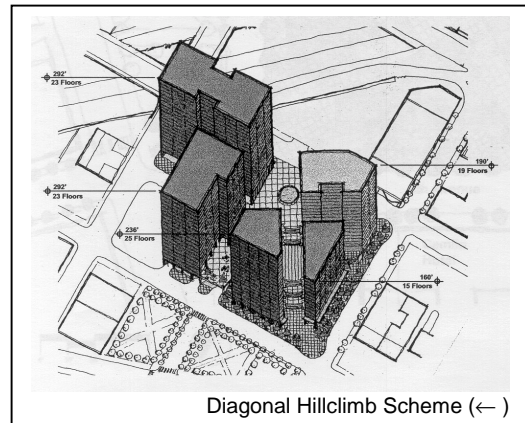
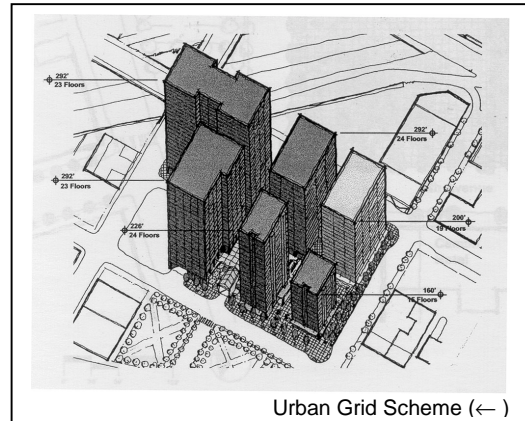
The Diagonal Hillclimb scheme accommodates the view corridor with a major public open space that

would connect the Ninth Avenue Green Street and proposed triangular open space between Olive Way and Howell Street with a major public open space at the intersection of Pine Street with the Terry Avenue Green Street extension.

The Urban Grid Scheme solely reflects the existing street and alley grid in the area with a hierarchy of open space reinforcing that pattern of circulation and a major public open space as its focus.

Retail and other public activities would line the pedestrian routes and open spaces of both schemes. Awnings and canopies would cover the sidewalks. Both schemes would have taller office structures toward the eastern side of the site closer to the freeway and busy Boren Avenue. Both schemes also locate a hotel at the corner of Ninth Avenue and Pine Street opposite the Paramount Theater, and residential structures within the northwest portion of the site off Ninth Avenue and Olive Way.

At the stakeholders' workshop, there was an overwhelming preference for the Diagonal Hillclimb Alternative. Stakeholders commented on strengthening the pedestrian connections to Pike/Pine Neighborhood and creating an appropriate scale and hierarchy for the on-site open space. The design team intends to explore these issues further while refining the two alternative schemes.



### **Key Commissioner Comments and Concerns**

- Does not agree with the notion of building around view corridors. Believes that the design should respect the landscape and the context. While there may be a potential view corridor through this site, the site itself will be viewed from many different places. Believes that this site is in a very important location, and that the team should present the schemes through an analysis of this site within the landscape. Believes that this new geometry detracts from the existing geometry.
  - Proponents stated that the diagonal scheme began with the notion of honoring the potential view corridor. As the team has examined the Pike/ Pine corridor, they further need to examine the pedestrian link and access to Denny Triangle. Further stated that members of the neighborhood have expressed a desire for a non-orthogonal space to bring people down through the site. Further stated that there are some design concerns for the link to the Green Street, Terry Avenue, as entrance to the bus layover level is at the intersection of Terry Avenue and Olive Way. Ninth Avenue, a Green Street, would continue to Paramount Theater.
- Does not understand the massing principles and uses of the site. Would like to know what generates the massing diagram.
  - Proponents stated that the massing and uses reflect the context. The office buildings would appropriately buffer the noise from I-5. The upper sites are also appropriate for office buildings because they provide an opportunity for larger floor plates. The residential area is closer to the Green Streets, and the hotel, at the corner of Ninth

Avenue and Pine Street is near Paramount Theater and the Convention Center.

- Supports building a plaza or building over the I-5 auto ramp at the northwest corner of Boren Avenue and Pine Street. Does not believe that the streetscape should be stepped down at this corner.
- Appreciates the diagonal site; believes that this scheme fits into the existing context. Is not convinced that the view corridor from Four Columns Park is in itself something that must be maintained. The varying angles are not parallel to the skewed angles west of the site, further down Ninth Avenue and past Howell Street. Believes that this project provides an opportunity to resolve the conflicting geometries.
  - Proponents stated that a pedestrian bridge over I-5 could further support the link between the site and the Pike/ Pine neighborhood. The terminus could be in Four Columns Park. Further stated that, through this bridge, the reason for retaining the view corridor would be more significant. This is not part of the CPS project.
- Believes the Terry Avenue Green Street should visibly continue through the site in the diagonal hillclimb scheme.
- Believes that, realistically, a sidewalk should be added to Pine to provide a connection across I-5, before a pedestrian bridge. Believes that the building should step down at Boren Avenue and Pine Street, to match the scale of the context and further develop the link in the urban fabric. Believes that the tallest office building would be appropriately located at the corner of Boren Avenue and Olive Way.
- Believes that the nature of Olive Way will not be pedestrian-friendly, with bus layovers, and buses coming from a hole. Believes that most people would take the diagonal access to Pine Street. Believes that this scheme would separate pedestrian from vehicles at this location.
  - Proponents agreed and stated that the diagonal scheme significantly and gently spreads out the topography changes of the site.
  - Proponents stated that as a TOD, the project must reduce parking ratios. This may become a demonstration project, as applied to residential and mixed-use projects. Sound Transit has examined alternatives for transit passenger facilities. Further stated that Honda has recognized the opportunity to be located at the base of a skyscraper, and it would be economically efficient if the Honda site were accessed from the TOD site.

### **Key Visitor Comments and Concerns**

- A representative from Seattle Transportation (SeaTran) stated that King County Metro partially completed a vacation for this site ten years ago. During review, City Council imposed some conditions for a pedestrian crossing of the site as an extension of the Terry Avenue Green Street; this is the only outstanding issue or concern. Further stated that some of these conditions were made in anticipation of future phased development. Because of the time frame, City Council could examine additional conditions. Further stated that amenities associated with a public benefit must be additive rather than a bonus that is provided for additional density.
  - Proponents stated that there is a concern that there may be too much open space, and it may be difficult to activate these spaces. Through the workshop, attendees recommended that the team begin to think of the open space as a series of clustered areas. Each open space should be examined as if it is the only one. Further stated that this would improve the totality and provide for variety.

**7 June 2001** Project: **Pratt Park Play Area**

Phase: Schematic Design

Presenters: Ted Holden, Department of Parks and Recreation (DOPAR)

Toby Ressler, DOPAR

Attendee: Erin Devoto, DOPAR

Time: .75 hour (SDC Ref. # 169 | DC00233)

**Action:** The Commission appreciates the design presentation and appreciates the opportunity to see the project at the schematic stage. The Commission would like to make the following comments and recommendations.

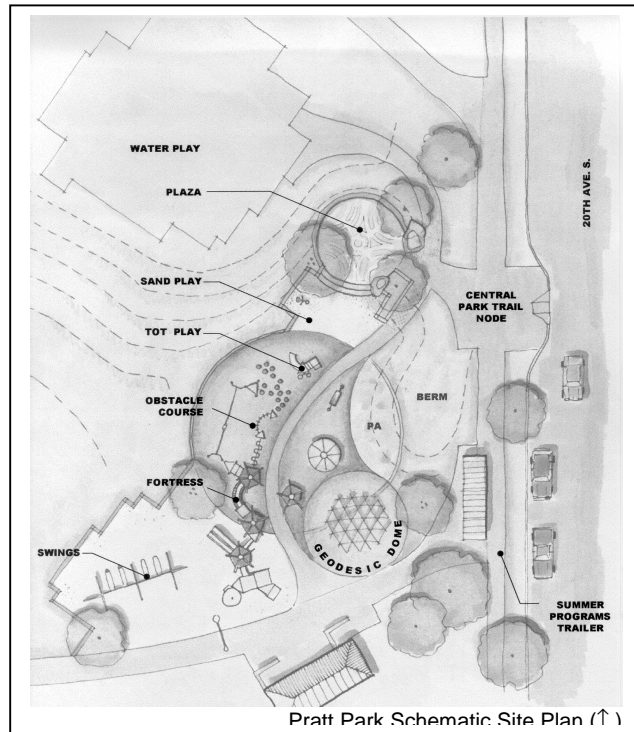
- The Commission believes that the overall configuration and placement with respect to the existing water play area is appropriate;
- believes that the general relationship of the different functional areas and the physical design of these areas within the Play Area is appropriate;
- encourages collaboration with nearby art students at the Pratt Fine Arts Center in the production of some of the areas, possibly within the plaza;
- encourages the team to use various colors of the artificial turf to make the functional diagram very visible;
- encourages the team to further investigate safety issues, not only through the visibility from the surrounding streets, but also develop the design to avoid conflict between different age groups;
- hopes that, through further development of a broader design concept, there can be an overriding theme or element that promotes imaginative play; and
- approves the schematic design of the Pratt Park Play Area.

The design team for the Department of Parks and Recreation (DOPAR) presented the schematic design for the Pratt Park play area, located between Main Street, Yesler Way, 18<sup>th</sup> Avenue and 20<sup>th</sup> Avenue. The current play area is small and run-down. Built in mid-70's, the play area contained a timber form play structure that needs to be replaced. Currently, the play area is not visible from 20<sup>th</sup> Avenue or Yesler Way. The community would like to move the play area to a central location in which they have summer programs. The play area would be east of the Langston Hughs Cultural Arts Center and at the northern terminus of the Central Park Trail. An artist also designed the water feature, which represents African and African-American themes.

The play area would be neighborhood sized, approximately 3,000 to 6,000 square feet, but combined with the water feature, Pratt Park would become a destination park. Pratt Park contains many conflicting uses, so the conceptual diagram of the functional relationships creates a play triangle to unify the uses. The design team hosted a charrette to work



with the local elementary school. Participants in the design charrette helped the team to develop a list of desired play experiences. Through the development of the concept site plan designs, the design team worked to create areas that would meet DOPAR's criteria for fun, play, fantasy and physical development, ADA accessibility, DOPAR standards, utilization of existing site opportunities, visual accessibility, integration with the existing water play area, and incorporation of space for art with an African American theme. The play area would have primary access from the water play area, and access to the restrooms. The different areas within the play area would be located along a primary path. There would be a sand/tot area, an obstacle course, a fortress tree, changes in level for seating, and many single play features. The ground surface of the play area would be rubberized ultra-turf. The ground surface of the swing area would be wood fiber; the orientation of the swings has not been finalized. The conceptual design of the play area incorporate overlapping circles and rings, to contrast with the orthogonal water play area.



### **Key Commissioner Comments and Concerns**

- Would like to know if there are opportunities for the integration of artwork, rather than applying pieces of art to planned functional items. Hopes that the incorporation of art could be more inspiring than an application on functional elements.
  - Proponents stated that they are taking the lead from the water-play area feature. Agreed that many of the functional areas will incorporate imaginative art pieces. Further stated that additional funding may provide for other opportunities.
- Believes that there are opportunities within the design of the play area, such as the play equipment itself, to incorporate art. Encourages the design team to work with the Pratt Fine Arts Center to integrate art with the process of making and develop opportunities for an interactive approach or activity with the children. Encourages the team to examine the proposed paving pattern as an example of a broad approach that could be developed further.
  - Proponents stated that the team has approached the Pratt Fine Arts Center to encourage involvement, but they have not expressed interest.
- Believes that the general configuration and placement of areas is logical. Appreciates the larger circles that have been broken up to become different textures. Is convinced by the interlocking geometries and the path that goes through the areas.
- Commends the design team for the successful integration with and juxtaposition with the existing water feature. Is excited that the design team has involved children in the design process. Hopes that children can also be involved in the process of making the play area.

- Proponents stated that children came to the office during the previous week, and this proved to be a valuable part of the design process.
- Would like to know what age groups will use this play area, and how these different age groups will know in which area they should play.
  - Proponents stated that the smaller children, ages two to five would play with the aid of their parents in the small tot, sand play, and swing areas. The older children, ages five to twelve, would play in the obstacle course, fortress, and geodesic dome areas. Further stated that older children would probably be bored by the play structures of the younger children's area.
- Would like the design team to explain the different areas that will promote active and imaginative play.
  - Proponents stated that children would have fantasy play in all areas of the play area. Further stated that the tree house would provide opportunities for fantasy. Further stated that an artist may be involved, and this would provide opportunities for fantasy.
- Suggests that the team develop more clarification for the different use areas, so that there are not conflicts, and the older children do not destroy the equipment of the younger children.
- Encourages the team to develop a design narrative that is larger and more conceptual than the individual elements of the different play areas. Feels that this approach would test more than one level of imagination.
- Hopes that the design team, at future presentations, would show photographs of the context.
- Would like to know of the team's safety considerations.
  - Proponents stated that the climbing structures are fairly standard. Further stated that DOPAR has safety guidelines that must be followed. The team will also follow the guidelines for fall zones that have been outlined by CPSC (Consumer Products Safety Commission).
- Would like the design team to also explain the urban design safety of the play area. Believes that the site is wonderful, at the end of Central Park Trail, but the siting also puts children in a place visible to kidnappers. Would like the team to explain the security of the neighborhood.
  - Proponents stated that the area along 20<sup>th</sup> Avenue South is very residential, and Yesler Way is also a busy arterial. Further stated that the siting of this play area makes it more visibly accessible from 20<sup>th</sup> Avenue South, which is very important, because the previous site was hidden.

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**7 June 2001 Project: Wallingford Steps**

Phase: Design Development

Previous Review: 6 July 2000 (Schematic Design Briefing)

Presenters: Tim Motzer, Department of Parks and Recreation (DOPAR)  
Peter Ker Walker, Peter Ker Walker Landscape Architecture and PlanningAttendees: Beverly Barnett, Seattle Transportation, SeaTran  
Tammy Frederick, SeaTran  
Vince Lyons, Wallingford Community Council  
Steve Sheppard, Department of Neighborhoods

Time: 1 hour (SDC Ref. # 221 | DC00039)

**Action:** The Commission appreciates the thorough presentation and is excited by the recovery of this area for a pedestrian passage; this project should be a model for similar future projects. The Commission would like to make the following specific comments and recommendations.

- The Commission appreciates the movement and circulation within the project space, and believes that this should inform the richness in the connections north and south of the site;
- encourages the team to further explore and exploit the façade and massing of the projects to the east and west of the project site to further break the symmetry of the passageway;
- suggests that the preeminence of the pedestrian should be apparent and be further developed at the base of the staircase;
- recognizing the location of a historical wall at the base of the stairs, would like to lend support for a further open discussion for relocation of the crosswalk, to make the path less circuitous for ADA accessible pathways;
- appreciates the notion of a rotating sculpture program, and believes that Wallingford Steps will become a destination; and
- does not need to review the project again, but would like to see the development of the relationship between the adjacent properties and the plazas of Wallingford Steps.

Wallingford Steps would be located at the end of Wallingford Avenue, on the existing right-of-way at the intersection with North 34<sup>th</sup> Street, north of Northlake Avenue North and Gas Works Park. Wallingford Steps has been a neighborhood priority since 1988 and is part of the Wallingford Community Neighborhood Plan. Triad Development Inc. and Zarrett Properties would develop the portions of the steps that are adjacent to their respective developments. Currently, the future of the Zarrett Property is uncertain, and Wallingford Community must determine whether they will fund the eastern portion of the project, or simply build only two-thirds of the project. The Department of Neighborhoods has also worked with the community to implement the neighborhood plan, and to seek funding for the center section of the steps. Opportunity Funds will fund portions of the project.

The architect for the Zarrett Property would be developing the construction documents for Wallingford Steps. The project team hopes to submit the design to Seattle Transportation (SeaTran) by the end of June. Construction should begin in September, completing the earthwork and concrete work by the end





Wallingford Steps

of October.

The landscape architect presented the design for this link between the Wallingford neighborhood and Gas Works Park.

The Burke-Gilman Trail is one contextual opportunity that the design team has recognized; the trail meets the steps along the southern edge of the site. Also, the design will further develop to link to Gas Works Park. The design for Wallingford Steps has developed to become three levels; each of the three levels connects with the Triad Development. To further enhance the project, the designer hopes to incorporate elevators with large intermediary landings. There will be a larger viewing area at the bottom of the site, and there will be minimal planting. The lighting and materials would be simple. The sidewalk, stairs, ramp and walls would be concrete. Artist work could be incorporated within the concrete walls; this would be recognized in the construction documents. There would also be an amphitheater, recognizing that neither developer hopes that this will become a center for loud music and concerts. The amphitheater would be a nice feature from which to view the city; it may also incorporate plantings and sculptural pieces. The landscape architect has proposed brick for the main paved areas at the southern portion of the steps; this would be linked to the Burke-Gilman Trail with concrete fingers. The crosswalk to Gas Works Park would be pulled to the eastern side of the steps; this location lines up with the access to Gas Works Park across the street.



Wallingford Steps Model (↑)

### **Key Commissioner Comments and Concerns**

- Recognizes that the design has developed to connect to spaces to the south, would like to know how Wallingford Steps will connect further to the neighborhood to the north.
  - Proponents stated that they have not fully examined the context to that full extent. Further stated that the street surfaces and paving would be redeveloped, in addition to plantings.
- Would like to see how the distinction will be made between the cyclists and the pedestrians at the Burke-Gilman Trail. Believes that some surface changes should be made to alert cyclist users of the approaching conflicting uses. Believes that there should be opportunities along the trail at which the specific uses at these sites would be preeminent, such as pedestrians at this location.
  - Proponents stated that they believed the trail was in the wrong location; it should be against the park edge. Further stated that there would be a realignment of the trail, and this realignment would be the responsibility of the Triad Development. Further stated that there should be a design feature in the bike trail that notifies users of the impending



activity ahead.

- Recognizing the elevation drop as a primary interest of the design team, would like to know how the design exploits this interest.
  - Proponents stated that there are numerous drops of ten feet. Within these ten feet elevation changes, there are smaller sections of gentle elevation changes of five feet that incorporate overlooks. This rhythm is also broken down to incorporate ADA accessibility and access.
- Would like to know if the elevators will be built in conjunction with Wallingford Steps, to provide ADA accessibility at the same time.
  - Proponents stated that it is a requirement by City Council for the developer to install and maintain this system.
- Believes that the crosswalk to Gas Works Park should be moved to the west, to be closer to the elevators.
  - Proponents stated that a crosswalk at this location would lead people to an area with no sidewalk and a blank wall.
- Would like to know the way by which a sculpture would be incorporated on the amphitheater level.
  - Proponents stated that the sculpture would be a rotating program. Further stated the community has a grant from the Department of Neighborhoods. The community is developing the rules by which the art would be selected and maintained. Further stated that there are sometimes problems with public art programs as there is enthusiasm and a budget for installation, but the project is never implemented. Further stated that there needs to be a system at the base to accept smaller pieces that can easily be rotated or replaced.
- Would like to know if there would be any possibility for a piece to be located other than the center of the amphitheater. Believes that the base could preclude different pieces from being installed at this location.
  - Proponents agreed that the design needs to provide an opportunity for different types of art to be located here, in order to avoid problems and the need to modify the existing infrastructure.
- Commends the team for the engaging scheme and appreciates the way by which people will circulate through the space. Believes that the changing materials will emphasize the movement. Is concerned about the end of the steps and the crosswalk that takes place at the south edge of the site; agrees with previous concerns that the crosswalk is not located near the elevators. Feels that the design is very symmetrical, yet the progression through the space would not be as symmetrical.
  - Proponents stated that the terraces are linked to the retail spaces in the adjacent development to the west.
- Believes that the ramp and ADA accessibility forces asymmetry, and the plaza design should enhance this asymmetry. Appreciates the design and believes that it would be enhanced by asymmetry.
- Would like the design team to explain the plantings of the design.
  - Proponents stated that there would be deciduous trees that would change in scale, depending on their location within the site. There would be flowering trees that would

change for sculptural or seasonal interest. Further stated that the areas behind the seating would have groundcover.

**Key Visitor Comments and Concerns**

- A representative from Seattle Transportation (SeaTran) stated that there is not a vacation included in the scope of this project. Further stated that SeaTran is working on a transfer of jurisdiction so that the site will remain a public right-of-way. Further stated that the street right-of-way would be under the Department of Parks and Recreation (DOPAR) jurisdiction; they will be responsible for the maintenance of this space.